

Intimations.

THE SHARE LIST CLOSING AFTER THE ARRIVAL OF THE STEAMER "OLAKA" FROM TONKIN.

THE HONGKONG LIME AND CEMENT WORKS, LIMITED.

TO BE INCORPORATED UNDER THE COMPANIES ORDINANCES, 1864-1880.

CAPITAL £250,000
Divided into 50,000 Shares of £5 each.

Payable \$1 on Application, \$1 on Allotment. Balance as required at one month's notice. One half of the Shares is held by the Directors and their friends and will be allotted in full; the remainder is now offered for Public Subscription in Hongkong.

The following is Mr. HAYLAND'S Report on the Property to be purchased by the Company:—

26th September, 1889.

To the Directors of the HONGKONG LIME AND CEMENT WORKS, LIMITED.

GENTLEMEN,—I beg to hand you my report on the proposed cement works at Hongkong.

The original concession was 500 acres (1,640 ft. 6 in.) long and 500 ft. (164 ft. 6 in.) wide, of which the owner proposes to sell to your company a piece 300 metres (984 ft. 3 in.) long and 500 metres (1,640 ft. 6 in.) wide, giving an area of nearly 150,000 square metres (1,514,680 square feet), of fairly level ground, with Kluang, Engau, Mui, Shue, and all materials, remaining to himself the remainder.

The site is very well situated, with a sea frontage of 984 ft. 3 in., at the North end of Hongkong Bay, opposite to the wharf of the Charbonnages du Tonkin. This bay is beautifully sheltered from all winds, has a good anchorage, and is deep enough for large steamers.

There is a plentiful supply of good and fresh water on the site, and further permission has been granted to construct a small dam and connect a valley to the North of the lot into a fresh-water Reservoir.

The cement is an artificial cement and is a heavy slow-setting one such as Portland cement, which it closely resembles; it is of a good colour and weighs 42 lbs. to the sack. The tensile strength is high and the cement has already been extensively used in Haiphong for floors, concrete, bricks, pillars, etc., and is giving every satisfaction, but as yet it has been only turned out in a very small quantity owing to lack of machinery, not in such good quality as it is possible to make it, although during the last year improvements have taken place in the cement both in colour, tensile strength, and weight. With good machinery, proper and continuous supervision, I am convinced that you will be able to turn out a very superior hydraulic cement, equal in every respect to the best Portland, and with the very great advantages you enjoy of good and easy transport, cheap labour, the close proximity of a good supply of coal, limestone & clay, and a plentiful supply of water, you ought to turn it out at an exceptionally low rate.

The Clay is to be got from the banks of the river, the Limestone from the Limestone Island, & Co., which surround the Bay; there is an inexhaustible supply of both of these materials, which are of very good quality and very similar in their chemical constituents to the clays and limestones used in the best cement works in England, i.e. the Portland, Medway, and Thames Cement Companies.

The Coal required is close at hand and after careful examination I find the Coal of the District eminently adapted to the burning of Cement.

The existing Machinery will have to be removed but it can be used for the manufacture of bricks, and New Kilns, Engines, and Machinery will have to be erected, also a Pier of about 100 feet long to allow Steam launches to discharge easily. I calculate the cost of existing buildings and materials at the site at \$12,000, but details of tests I am now making and the cost of existing Machinery I will forward you in a day or two.

Herewith Analysis of Three Cements and a Hydraulic Lime showing comparative constituents of the Clay and Lime used in England and at Hongkong.

Portland Cement Hongkong Hydraulic Heavy Light Cement Lime

Carbonate of Lime	77.00	71.55	74.00	84.00
Carbonate of Magnesia	0.80	0.81	traces	15.00
Organic Matter	traces	0.80	1.30	0.00
Alumina	2.70	3.10	4.20	traces
Silica	15.80	27.10	14.00	0.00
Alkalies	1.00	traces	traces	0.00

H. F. HAYLAND, C.E.

Applications for Shares may be made on the printed forms, and forwarded to the Bankers, THE NEW ORIENTAL BANK CORPORATION, LIMITED, (where share forms may be obtained) together with the amount payable on application.

Hongkong, September 30, 1889. 1884

WINDSOR HOUSE.

No. 8, QUEEN'S ROAD CENTRAL, PRIVATE BOARD AND RESIDENCE, AND FAMILY HOTEL.

This Establishment is situated in a most central position, opposite the Telegraph Office and two doors from the Chartered Bank. It offers FIRST-CLASS ACCOMMODATION to RESIDENTS and TRAVELLERS, and has a Spacious Dining Room, and a large number of well-furnished Bed-Rooms with all comforts. A Good Table kept. TABLE D'HOT.—Breakfast, 8.30 a.m.; Dinner, 1 p.m.; Dinner, 7.30 p.m. Meals, at reasonable rates.

ARRANGEMENTS CAN BE MADE TO SERVE MEALS BY GENTLEMEN'S ORDERS.

CONTINENTAL LANGUAGES SPOKEN.

Mrs. BOHRM, Proprietress.

Hongkong, August 30, 1889. 1882

NOW READY.

VOLUNTEERS AND THE DEFENCE OF HONGKONG.

A SKETCH.

PRICE, FIFTY CENTS.

To be had at MESSRS. LANE, CRAWFORD & CO.; MESSRS. KELLY & WALSH; and MESSRS. W. BRADY & CO.

August 14, 1889. 1882

SAILOR'S HOME.

ANY Out-of-Order, BOOKS, or PAPERS will be gladly received at the Sailor's Home, West Point.

Hongkong, July 25, 1887.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Praya Central, will receive prompt attention.

In the event of Complaints being found necessary, Communication with the undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.

Hongkong, August 25, 1889. 1488

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.

TIME TABLE.

WEEK DAYS.

8 to 10 a.m. every quarter of an hour.

12 to 2 p.m. " " half hour.

4 to 8 p.m. " " quarter of an hour.

THURSDAYS.

NIGHT TRAMS at 10.30 and 11 p.m.

SUNDAYS.

10.40 a.m.; 12 to 1.30 p.m. every quarter of an hour.

4 to 8 p.m. every quarter of an hour.

9, 10, 10.30 and 11 p.m.

Special CARS may be obtained on application to the Superintendent.

Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office.

MADEWEN, FRICKEL & Co., General Managers.

Hongkong, May 1, 1889. 821

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ANTHIMITE, German ship, Captain B. Bowerl.—Order.

CATHMIE, Danish brig, Captain H. L. Hansen.—Simpson & Co.

E. G. GAMM, British barque, Captain C. H. Gamm.—Simpson & Co.

INS, British schooner, Captain H. C. Swan.—Captain.

NELIE M. SADE, American barquentine, Capt. J. M. Sade.—Captain.

OKCHETAI, American ship, Captain W. Taylor.—Reuter Bruckmann & Co.

ROBERT S. BERNARD, British ship, Capt. Andrews.—Adamson, Bell & Co.

SAROMA, British barque, Captain A. G. Swenson.—Edward Schellbach & Co.

By Order, A. G. GORDON, Secretary.

Hongkong, October 3, 1889. 1909

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, TRIESTE AND VENICE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

The Co.'s Steamship, Maria Teresa, Capt. R. Deranti, will be despatched as above on

THURSDAY, the 10th Instant, at Noon.

Cargo will not be received on board after 5 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

DAVID SASSOON, SONS & Co., Agents.

Hongkong, October 3, 1889. 1911

DAKIN BROS. OF CHINA, LIMITED.

HAIR PREPARATIONS.

Dakin's Cantharidin Hair Stimulant.

THIS is an excellent preparation for those cases where the Hair from Debility or other causes has become weak thin and impoverished.

It will positively induce a fresh growth of Hair, where the follicles are not altogether destroyed.

Price, \$1.50 per Bottle.

Dakin's Refrigerating Hair Wash.

(From a recipe of Sir Erasmus Wilson.)

It is a cooling and refreshing application that is delightful in use, removes dandruff and scurf, and by allaying irritation and nourishing the hair follicles, keeps the hair and scalp in a healthy and vigorous condition.

Price, \$1 per Bottle.

Dakin's Eau de Quinine.

A combination of the spirituous and oily preparations together forming a perfect hair dressing. It removes scurf, allays irritation of the scalp and has a tonic influence on the hair follicles.

Price, \$1 per Bottle.

Dakin's Instantaneous Hair Dye.

Easy of application, no smell, and in use it will impart a natural black or brown shade to faded or grey hair.

Price, 6 p. per Box.

DAKIN BROS. OF CHINA, LTD., HONGKONG.

Hongkong, September 28, 1889. 1884

SHIPPING.

ARRIVALS.

October 3, 1889.—

Prospert, British steamer, 1,387, Farland, Kutchineta September 29, Coal—Miss Bissin.

Fokien, Chinese steamer, 508, J. Lewis, Taiwain Sept. 28, Amoy 29, and Swatow Oct. 2, General.—DORLAND STEAMSHIP CO.

Chiyuen, Chinese steamer, from Whampoa.

Taiyang, British steamer, 1,605, W. N. Jackson, Shanghai September 28, and Swatow October 2, General.—JARDINE, MATTHEWS & CO.

DEPARTURES.

October 3.—

Gustav Oscar, for London.

Socodon, for Hainan and Pakhoi.

Falkenberg, for Bangkok.

Oscar Meyer, for Kooling.

Kohygar, for Shanghai.

Kohygar, for Yokohama.

HALLOW.

Haitan, for Coast Ports.

Alvino, for Hainan and Pakhoi.

Duburg, for Swatow and Amoy.

PASSENGERS.

Per Fokien, from Coast Ports, 121 Chinese.

Per Haitan, from Shanghai, Mr. Neumann, and 133 Chinese.

Per Socodon, for Hainan, 54 Chinese.

To Depart.

Per Haitan, for Swatow, 150 Chinese.

Per Alvino, for Hainan, 30 Chinese.

Per Duburg, for Swatow, 120 Chinese.

SHIPPING REPORTS.

The British steamer Fokien reports:

Left Taiwan September 28th, at 5 p.m., had light West winds, and fine weather to Amoy; left Amoy at 3.30 p.m., 30th, had moderate N.E. to E.N.E. winds, with fine weather, and moderate swell. October 2nd, left Swatow, at 3.55 p.m.; had light S.E. to W.S.W., and fine weather to arrival in port.

The British steamer Taisang reports:

Had thick rainy weather to Turnabout; thence to port fine weather.

EXPORT CARGOES.

Per S. S. Shanghai, sailed 18th Sept.—

For London, 67 boxes Tea, containing 14,195 lbs. Congo, 8,339 boxes Tea, containing 175,119 lbs. Scented Caper, 1,072 boxes Tea, containing 22,612 lbs. Scented

Orange Police; 75 cases British, 30 cases Preserves, 20 cases Woodware; 10 bales Waste Silk and 40 pkgs. Sundries.

Per S. S. Heperia, sailed on 19th Sept.—

From Hongkong: for Hainan, 50 cases Chinaware, 35 boxes Tea, 9 boxes Human Hair, 3 boxes British, 1 case Silks and 1 roll Matting; for Hainan option Hamburg, 2 cases Silks and 1 case Chinaware; for Hamburg, 103 bales Feathers, 130 pkgs. Cane, 61 pkgs. Sundries, 50 boxes Ginger, 42 boxes Teaspoons, 30 boxes Essential Oils, 34 boxes Bristles, 25 boxes Fans, 16 boxes Dried Fruits, 7 boxes Preserves and 3 cases Silks; for Hamburg option London, 279 pkgs. Cane; for London, 30 boxes Essential Oils.

Vessels Advertised as Loading.

Destination. Vessels. Agents. Date of Leaving.

Bremen, v. Singapore, Necker (s). Norddeutscher Lloyd, Oct. 27, at 10 a.m.

London, v. Suez Canal, (s). Oct. 9, at noon.

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POST OFFICE NOTICES.

MAILS will close:—

For KOBE, YOKOHAMA & VANCOUVER, B.C.,

For Farin, at 11.30 a.m., on Thursday, the 10th inst.

For NAGASAKI, KOBE & YOKOHAMA, For Peru, at 5 p.m., on Thursday, the 10th inst.

MAILS BY THE UNITED STATES PACKET.—

The United States Mail Packet City of Sydney will be despatched on WEDNESDAY, the 10th inst., with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., and will be expected as follows:—

0.15 p.m. Registry cases, but Correspondence may be posted on board the Packet, with Late Fee of 10 cents extra Postage, until the time of departure.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet Chedon will be despatched on WEDNESDAY, the 10th inst., with Mails to the United Kingdom, Europe, and places beyond, and to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, Madras, the Australasian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

ENGLISH AND FRENCH MAILS.

When the Packet leaves at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 p.m. by the day.

8.00 a.m.—Posting of Prices Current and Circulars.

(Price Current and Circulars may however be posted up to 10 o'clock if they are in bundles, country by country, with the addresses all one way.)

10.00 a.m.—Registry cases.

10.30 a.m.—Closing of Newspapers, Books, and Patterns cases.

11.00 a.m.—Mail closes.

11.10 a.m.—Mails may be posted (from 11.10 a.m.) with 10 cents late fee up to 11.30 a.m., after which hour they may be sent on Board with the same Late Fee.

Quotations.

'Dearie' took up to afford you scope. It makes a man bluish to be called "at" every other word, particularly in presence of strangers. But I draw it at 'Duckey.' I won't be observed. Mrs. Plumed (cheerfully) said, Birdie, I won't. But I love you, Dolly, that it's hard not to see you understand, Baby?—Puck.

Tommy—Are you poor, Mr. Boies?—No, Tommy, not very poor, made you ask? Tommy—No, sir, I asked you were not worth it, and I thought I'd ask you.—Kearney.

BAD FOR CHEAP CIGAR-MAKERS are strong reasons for believing Bermuda onion crop is a failure. Causes straight from news sentencers in *the press*.

Wife—I am a thousand times to you, George, for this beautiful thing, but ain't you a little extra \$300.—No, not at all. The Husband, but I'll get the money back. In what way? Wife—By selling a new glove from now on *gratis*.

Do not sweat. There is no one in outside of a printing office. I used to free-dream and indispose of my focus to press, and his. I used to be a free-dreamer, and I used to be a printed, but nothing is disgusting here.—Waterloo.

Wirk (meeting her husband at—Oh, Charles, I have been fright of my wife, for—Husband—Yes, know, but was unfortunate once again, I was not after our marriage, haven't spoken for a week. Kearney.

If they abolish the nobility in remarked Mrs. Phonyman, the bridge will have to go. Mr. Phonyman—How d' you make that out? Because it is abolished by *the* *deplora* race.

Mails.



STEAM FOR
SINGAPORE, PENANG, COLOMBO,
ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE,
PLYMOUTH AND LONDON.

ALSO,
BOMBAY, MADRAS, CALCUTTA
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND BOSTON.

SPOTITE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
SUTLEY, Captain W. D. WOODEN, with
H.M. Majesty's Mail, will be despatched
from this for LONDON direct, via CO-
LOMBO AND SUEZ CANAL, sailing at
WEDNESDAY, the 9th October, at Noon.
Cargo will be received on board until
4 p.m. on the day before sailing.

For further Particulars regarding
FREIGHT AND PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-
gage can do so on application at the Com-
pany's Office.

This Steamer takes Cargo and Passengers
for MARSEILLES.

E. L. WOODEN,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, September 28, 1889. 1889

CANADIAN PACIFIC STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS
TO JAPAN, CANADA, THE
UNITED STATES, AND EUROPE,
VIA

THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship PARTHIA,
3,127 Tons Register, WALLACE,
Commander, will be despatched for VAN-
COUVEE, B.C., via KOBE AND YOKO-
HAMA, on THURSDAY, the 10th Octo-
ber, at Noon.

To be followed by the S.S. BATAVIA,
on 24th October, and S.S. ABERYSTWYTH,
on 7th November.

Connection will be made at Yokohama
with Steamers from Shanghai and Japan
Ports, and at Vancouver with Pacific Coast
Ports, by the regular Steamers of the
PACIFIC COAST STEAMSHIP COMPANY and
other Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver & Victoria (Mex.) \$210.00
To all common points in Can- 275.00
To the United States 320.00
To Liverpool 325.00
To London 325.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Consular Invoices to accompany Cargo
destined to points in the United States,
should be sent to the Company's Office,
addressed to Mr. D. E. BROWN, District
Freight Agent, Vancouver, B.C.

Freight will be received on board until
4 p.m. on the 9th October.

All Parcels must be sent to our Office
and should be marked to address in full;
and the same will be received by us until
5 p.m. the day previous to sailing.

For information as to Passage or Freight,
apply to

ADAMSON, BELL & Co.,
Agents.

Hongkong, September 27, 1889. 1878

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE Steamship OCEANIC will be
despatched for San Francisco, via
Yokohama, on THURSDAY, the 17th
October, at 1 p.m.

Connection being made at Yokohama
with Steamers from Shanghai and Japan
Ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

First-class Fares granted as follows:—
To San Francisco 325.00
To San Francisco and return, 393.75
available for 6 months 325.00
To Liverpool 325.00
To London 325.00

To other European points at proportion-
ate rates. Special reduced rates granted to
Officers of the Army, Navy, Civil Service,
and the Imperial Chinese and Japanese
Customs, to be obtained on application.

Passengers by this Line have the option
of proceeding overland by the Southern
Pacific and connecting Lines, Central Pacific,
Northern Pacific or Canadian Pacific
Railways.

Passengers, who have paid full fare, re-
embarking at San Francisco for China or
Japan (or vice versa) within one year will be
allowed a discount of 10%. This discount
does not apply to through fares from China
and Japan to Europe.

Consular Invoices to accompany Cargo
destined to points beyond San Francisco,
in the United States, should be sent to the
Company's Office, addressed to the Collec-
tor of Customs, San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, September 28, 1889. 1882

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
SYDNEY, will be despatched for San
Francisco, via Kobe and Yokohama, on
WEDNESDAY, the 9th October, at 1 p.m.,
taking Passengers and Freight for Japan,
the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havre, Genoa, and
Danzig, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to Eng-
land, France, and Germany by all trans-
Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco 325.00
To San Francisco and return, 393.75
available for 6 months 325.00
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To London 325.00

To other European points at proportion-
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and the Imperial Chinese Customs, to be
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of proceeding overland by the Southern
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Railways.

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For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 50A, Queen's Road Central.

G. D. HARMAN,
Agent.

Hongkong, September 30, 1889. 1824

NOTICE.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ,
PORT SAID,

MEDITERRANEAN AND
BLACK SEA PORTS, ALEXANDRIA,
MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
LONDON, HAVRE AND BORDEAUX.

ON WEDNESDAY, the 16th October,
1889, at Noon, the Company's S.S.
CALLEDONIAN, Commandant de M.S.
SUTLEY, with MAILS, PASSENGERS,
STEWARDS, and CARGO, will leave this Port
for the above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted till
Noon.

Cargo will be received on board until 4
p.m. the day previous to sailing. (Parcels are
not to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, September 27, 1889. 1879

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN,
SUEZ, PORT SAID,
BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG,
PORTS IN THE LEVANT, BLACK
SEA & BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON & SOUTH AMERICAN
PORTS.

THE COMPANY'S STEAMERS WILL CALL
AT SOUTHAMPTON TO LAND PASSENGERS
AND LOGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal places in
RUSSIA.

ON SUNDAY, the 27th day of October,
1889, at 10 a.m., the Company's
Steamship NEOLAK, Captain SURZEN,
with MAILS, PASSENGERS, STEWARDS,
and CARGO, will leave this port as above,
calling at Genoa.

Shipping Orders will be granted till
10 a.m. Cargo will be received on board
until 1 p.m. Specie and Parcels until 10
a.m. on the 26th October. (Parcels are
not to be sent on board; they must be
left at the Agent's Office.) Contents and
Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewards.

For further Particulars, apply to

MELOERS & Co.,
Agents.

Hongkong, September 30, 1889. 1883

RAMBLE THROUGH SOUTHERN
FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted
from the China Review, contains one of the
best Sketches of Formosa Life yet written.

A few roughly-executed Woodcuts are
included in the pamphlet.

May be had—Price, 1s.—at Messrs. LANE,
CRADOCK & Co., and Messrs. KELLY &
WALSH, LIMITED, Hongkong; also, Mr. N.
MOORE, Amoy.

Hongkong, March 3, 1888.

Intimations.

THE CHINA REVIEW.

PUBLISHED BI-MONTHLY.
TENTH YEAR.

THIS Review, which was intended to meet
the wants of many students of Chinese
caused by the discontinuance of Notes and
Queries on China and Japan, has reached its
Seventeenth Volume. The Review discusses
topics which are of importance in the
minds of students of the "Far East" and
about which every intelligent person con-
cerned with China and Japan is desirous of
acquiring trustworthy information. It in-
cludes many interesting Notes and original
papers on the Arts, Sciences, Ethnology,
Folklore, Geography, History, Literature,
Archæology, Natural History, Antiquities,
Legal Social Customs and Customs, etc., etc.,
of China, Japan, Mongolia, Tibet, and the
Far East generally. Recently a new de-
partment has been taken, and the Review now
gives papers on Trade, Commerce, and
Descriptive notes of Travel by well-known
writers. It was thought that by extending
the scope of the Review in this direction,
the Magazine would be made more generally
useful.

The Review department receives special
attention, and endeavours are made to
present a careful and concise record of
Literature on China and to give
criticisms embodying sketches of the most
recent works on such topics. Authors and
Publishers are requested to forward works to
the Editor, China Review, care of China
Mail Office.

The Notes and Queries are still continued
and form an important means of obtaining
information and diffusing among students
knowledge on obscure points.

The Correspondence column also affords
greater facilities for the inter-
change of views and discussion of various
topics.

Original contributions in Chinese, Latin,
or any of the Modern Languages are re-
ceived. The papers are contributed by the
members of the various Consular, Impe-
rial, and other Chinese and European Services,
and also by the Missionary bodies, amongst
whom a high degree of Chinese scholarship
is assiduously cultivated. Amongst the
regular contributors are Drs. Chalmers,
Eitel, Bretschneider, and Hirth, Professor
Legg, and MacIntyre, Groot, Jansen,
Faber, Kopsch, Parker, Playfair, Giles,
Piton, and Taylor, all well-known names,
indicative of sound scholarship and thorough
mastery of their subject.

The Subscription is fixed at \$6.50 per
annum, postage included—payable in ad-
vance.

Orders for binding volumes will be
promptly attended to. Address: "Man-
ager, China Mail Office."

OPINIONS OF THE PRESS.

"All our learned societies should sub-
scribe to this scholarly and enterprising Re-
view."—Northern Christian Advocate (U.S.).

"The China Review * * * has an ex-
cellent table of contents."—Celestial Empire.

"The Publication always contains subjects
of interest to sojourners in the Far East and
the present issue will hold favourably if not
advantageously comparison, with preceding
numbers."—Celestial Empire.

"This number contains several articles
of interest and value."—North-China Herald.

"The China Review for September-October
fully maintains the high standard of
excellence which has distinguished this pub-
lication, and altogether presents a very
interesting and readable number. My
colleagues will find an interesting and
valuable contribution by Dr. Fritzsche,
on the Amount of Precipitation (Rain
and Snow) of Peking, showing the results
of observations made at the Imperial Rus-
sian Observatory at Peking, from 1841 to
1880. "Notes on the Dutch Occupation
of Formosa," by Mr. Geo. Phillips, contains
some interesting information, although
much of it is second-hand. The Notices of
New Books include a most generous and
appreciative review of "The Divine Classics
of Nan-Hsu," and the Notes and Queries
are as usual very interesting."—North-China
Daily News.

A substantial and reliable Review which
all students of China and the Chinese would
do well to peruse."—Chrysanthemum.

"The November-December number of
the China Review contains less variety than
usual, but the few articles are very interest-
ing. The opening paper by Mr. Herbert
A. Giles on "The New Testament in Chi-
nese" treats of a question that must neces-
sarily be of great importance in the eyes
of all missionaries. . . . Mr. E. H.
Parker's "Short Journeys in Szechuen"
are continued, and a goodly instalment of
these travels in the interior of China is
given. Mr. F. H. Ballou contributes a
paper of some local interest, "The Empe-
ror Cheng, founder of the Chinese Em-
pire," which will be read with genuine
interest by students of Chinese history.

A few short notices of New Books and
a number of Notes and Queries, one of which
"On Chinese Old Maps," by Mr. E. H. Bower,
is not only historically valuable, but is also
distinguished by its literary grace. Several
copies of new books relating to China and
the East, which will be a useful feature of
the Review, if carried out with punctuality
and detail; we are glad to notice that
find a place in its pages. . . . It is to be
hoped that this opening for contributions
on Chinese subjects may evoke a similar
degree of literary zeal to that which was
displayed during the lifetime of its prede-
cessor in the field, and that the China Review
may receive the support necessary to insure
its continuance."

WASHINGTON BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, can now
be had at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at
Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore B, and those in the body of the
Shipping or midway between each shore are marked C, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Poddar's Wharf.
6. From Poddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name. Captain. Flag and Rig. Tons. Date of Arrival. Consignees or Agents. Destination. Remarks.

Steamers.

Alwino 3 h Bendixen Ger. str. 400 Oct. 2 Wieler & Co. Hoikow, &c. To-morrow
Amigo 5 c Bruhn Ger. str. 720 Sept. 24 Wieler & Co. Singapore 5th inst.

Batavia 3 h Egger Ger. str. 396 Sept. 14 Wieler & Co. To-morrow
Bismarck 5 c Egger Ger. str. 1601 Sept. 15 Wieler & Co. To-morrow
Bismarck 5 c Egger Ger. str. 1601 Sept. 15 Wieler & Co. To-morrow

Chi Yuen 3 h Null Ger. str. 1409 Sept. 30 Capewell & Co. Vancouver (B.C.)
City of Sydney 5 c Friele Amer. str. 2016 Sept. 26 P. M. S. S. Co. Singapore 7th inst.

Diamond 3 h Wilson Amer. str. 3016 Sept. 26 P. M. S. S. Co. San Francisco 10th inst.

Doris 3 h Raben Ger. str. 771 Oct. 1 Wieler & Co. Amoy
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